

Hongkong Daily Press.

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## The Daily Press.

HONGKONG OFFICE: 14, DEE YEE ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, MARCH 23RD, 1905.

Echoes of a controversy that Lord Lansdowne described as "protracted and anxious" reach us with the White Book that was presented to Parliament when it opened in February last. It contains the correspondence, respecting contraband of war, which passed between Great Britain and the two Powers at war, the bulk of it being with Russia. It all hinges, of course, on the famous St. Petersburg proclamation of 14th February, 1904, which the Tsar was graciously pleased to endorse "let it be so." In May, the addition of raw cotton to the Russian list of contrabands was explained on the ground that it was impossible to distinguish between the cotton imported for innocent purposes and cotton to be used in the manufacture of explosives; but, our representative was assured, "there was no intention of introducing a new doctrine of contraband of war." A letter received by Lord Lansdowne on June 13th shows how Count Lamsdorff entertained the opinion that "in the absence of any international decision as to what was, or was not, contraband of war, it appeared to be within the power of a belligerent to arbitrarily decide what articles were to be so considered." By August 10th, after the incidents in the Red Sea, Lord Lansdowne was writing in accordance with the "utmost gravity" of the situation, and suggesting that unless the Russian naval authorities were restrained, Russia's liability (to compensation) might assume "enormous dimensions," and that it would soon be impossible for Great Britain "to rest content with the prospect of obtaining pecuniary compensation for the sufferers." It was to be made clear that should Russia continue that

course, "His Majesty's Government will be constrained to take such precautions as may seem to them desirable and sufficient for the protection of their commerce." He reminded Russia that the treatment of coal as unconditionally contraband was inconsistent with their peremptory and categorical refusal (at Berlin in 1884) to imply the recognition of coal as contraband. It was impossible for Great Britain to admit the new Russian doctrine. Towards the end of August there was the idea that British ships were being discriminated against. Count Lamsdorff "warmly repudiated" that idea, and suggested that it had arisen from the fact that the Volunteer cruisers met more British ships than others, "which is easily explained when one considers the great numerical superiority of the British commercial fleet over those of other countries." This explanation, it will be remembered, was accepted; but the thought still arises that it had a family resemblance to the retort of the rude man in the omnibus, who, hearing a complaint from another whose toes he had trodden on, remarked upon the "bigness of some people's feet." On September 22nd, when things were beginning to calm down, Count Lamsdorff said, in effect, that his naval men had been ordered to be discreet, but "he gave no indication of yielding on the question of principle." He held that "it was permissible for the Russian Government to change their views since 1884"; and that "at the commencement of a war every belligerent had hitherto exercised the right of announcing what would be considered as contraband of war, and the list of such articles necessarily varied with the resource, of the adversary." So much for the stability of international law. Count Lamsdorff strongly urged that these matters should be discussed "with calmness and moderation," which sounds quite feminine—the sort of thing a wife says when, in an argument with her husband, she is in the wrong. Subsequently, the Russian Government gave way with regard to rice and provisions, admitting them to be only conditionally contraband; and this is the only British diplomatic victory apparent in this official record. That there was a greater result of all this correspondence, in point of fact, is sufficiently shown by the cessation of the incidents which gave occasion for it. Having admitted the principle of conditional contraband, it should be less difficult to convince Russia and others, at any future time, that coal and cotton cannot logically be excluded from that category. The great bulk of raw cotton sent from India to Japan could not be absolute contraband, in face of the microscopic proportion of it that could possibly be needed for the manufacture of war material. Coal is capable of a like demonstration. Enormous cargoes are regularly sent to Russia and Japan in time of peace. Japan, by the way, declined coal, inter alia, to be contraband "when destined for the enemy's navy... or in cases where... there is reason to believe, from the circumstances of the place of destination, that they are intended for the use of the naval... forces of the enemy." Seeing that Russia no longer has a navy in the Far East, and considering "the circumstances of the place of destination," ought the Japanese to continue seizing coal ships at the rate they have been doing lately? All this coal can no longer be regarded as "solely for use in war," since there is no longer any naval war, and none likely to occur. If Japan could be induced to take this view, shippers would rejoice; but it is not very likely to appear to the Tokyo authorities in that light. While the war lasts, insurance premiums must be paid. It has been pointed out, however, that the Japanese position would have been more regular had they officially declared Vladivostok to be under blockade.

The Tientsin Hotel des Colonies is paying a ten per cent dividend for 1904.

The famous Examination Hall at Peking is being rebuilt, at a cost of Tls. 500,000.

A Chinaman was yesterday sentenced to four months' imprisonment for passing counterfeit coin.

The American Senate is considering Secretary Hay's proposal to establish an American District Court at Shanghai.

The Tientsin Times says "Mr. J. T. Stavers, of the Chinese Telegraph Service, has been transferred to Hongkong."

The West Kents have gone under canvas at Tientsin, owing to the occurrence of two or three cases of small-pox.

Tientsin has twenty government schools and colleges, on which about Tls. 162,000 are spent yearly. There are, in addition, seventeen private schools, costing annually about Tls. 15,000.

Mr. Goshell, the Coolie Overseer who was on the s.s. *Stanley* when she struck ground at Singapore, has died in South Africa.

The Taka Tug and Lighter Co. Ltd. has paid a final dividend for the year of three and a half per cent. The interim dividend was three per cent.

This (Thursday) afternoon, on the Causeway Bay Ground, the Rovers Football Club will play a team from the *Empress of China*. Kick-off at quarter past five.

The Chinese Government has been petitioned by one of the Consuls to cause workhouses to be instituted in the provinces. It is poverty, he thinks, which breeds robbers.

Major R. W. Roger, R.F.A., lately at the Staff College, and whose services in the South African War were several times mentioned in despatches, is to be attached to the Japanese army in Manchuria.

The *Tientsin Times* understands that there is to be an appeal against the judgment in the Chang Yi v. Chinese Engineering and Mining Co. case. There may also be a fresh claim for damages instituted by the successful litigants.

The report that Capt. Percy Scott, C.B., was to give up the command of the *Excellent* on February 24th was not correct. He was to remain in command until he attained flag rank, which was expected about the end of this month.

H.M.S. *Vengeance* will return to the China station when she has received at Colombo her new crew which the *Barfleur* is bringing out. The *Barfleur*, which is expected to reach Colombo to-day, will take home the old crew of the *Vengeance*.

When the residence of Mr. Townley, British Chargé d'Affaires at Constantinople, was destroyed by fire on February 10th, Lady Susan Townley (of Peking fame) was ill in bed, but was safely removed to the German Embassy. Her ladyship's jewels and furs, and the family plate, were saved; but nothing else.

The *Manila Cablenews* prints a long story about an American in New York who holds the commission of "major" in the Chinese army, and who is busily engaged in drilling Chinese over there. His "pupils" are being sent back to China as drill instructors for the "big army on western lines" which China is trying to raise.

A posthumous letter of William N. Pethick, secretary to Viceroy Li, a man who knew the Chinese intimately, after twenty-seven years among them, has just been published. Incidentally, it describes Arthur Smith's "Chinese Characteristics" as "at once the most amusing and the most misleading of all the books ever written by foreigners upon China."

Beyond the withdrawal of the battalion of native infantry from the four under the command of Major-General F. Ventris in North China, it is not proposed that there shall be any material alteration in the strength of the British military establishment in the Far East. The votes under this head in the forthcoming Army Estimate will be found to be of a normal character.

A reception was last evening given at the European branch of the Y.M.C.A. to Mr. J. L. McPherson, the new departmental secretary. Mr. McPherson arrived here by the last *Empress* steamer. He is a graduate of Toronto University, and has taken an active part in Y.M.C.A. work in Ontario. Mr. Southam, owing to the illness of his wife, is going home on leave, and Mr. Rutledge takes the acting post of general secretary at Hongkong. Last evening addresses were made by the Hon. Mr. F. H. Aye, C.M.G., and Mr. D. Willard Lyon, acting general secretary for China, Korea and Hongkong. The Hon. Capt. L. Barnes Lawrence was also present. There was some music. Mr. Danenberg played two piano solos, and Mrs. Craddock and Mr. Terrill sang.

## CHINA'S NEW NAVY.

The *Kobeishu Zeitung* learns from Peking that the aid of Japan plans have been drawn up with a view to creating a new Navy for China. Prince Pu-lung, who represented China at the St. Louis Exhibition, is said to be the originator of the idea. Also important members of the Chinese Government have assisted, and the question of expense is said to be settled. Prince Pu-lung, assisted by Prince Ching, Yuan-shi-kai, and T'ieh-lung, all members of the committee appointed to reorganise the Chinese Army, is now working out the plan in its details. The chief points of the project are the following: A special Ministry of Marine will be established, and its organisation and the terms to be used by it will correspond with those used by Japan. A Chinese official will go to Japan soon on a special mission to make necessary studies, and to secure the services of a leading Japanese naval officer to act as adviser. The central authorities will have their seat at Tientsin, and secondary offices will be opened at Shanghai, Chefoo, Nanjing, on the Chusan archipelago, and in Ts-pen-shie, or Mira Bay, which lies north-east of Hong Kong. The existing stations of the Fleet at Tientsin and Nanjing will be fortified and taken over by the central administration. A marine school will be established at each of the naval stations mentioned, and they will be under the charge of foreign naval officers. The new Navy is to be divided into an active fleet and a reserve fleet. It is certainly astonishing that Japan should intend to limit all the bustle of war to draw up such far-reaching plans on behalf of China. Meanwhile, Tsan sang, formerly Governor of Nanjing, and now Governor of Hu-nan, is acting on his own account towards forming a new Navy. He has sent six of the picked students attending the marine school at Nanjing to be trained as midshipmen on board the British warships forming the Far Eastern Squadron. The period of training will last two years.—Globe.

## TELEGRAMS.

[REUTERS SERVICE.]

## JAPANESE IN TEXAS.

LONDON, 20th March.

The *Telegraph's* correspondent at Dallas, Texas, wires that the Federal Immigration Bureau has declared the issue of naturalization papers to ten Japanese illegal, on the ground that Japanese are not eligible for citizenship.

## MOROCCO.

LONDON, 20th March.

The announcement that the Kaiser will shortly visit Tangier is causing a sensation, coming on top of the reports that the French Mission to Fez has completely failed. It is believed at Tangier that the Sultan has appealed to Germany against French pretensions, hence the Kaiser's visit.

## CORRESPONDENCE.

## A BLUE ON SENATORS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I notice in your valuable paper of yesterday, a statement to the effect that four United States Senators are charged with receiving bribes etc. Pardon me if I make correction.

The Senators mentioned, viz: Emmons, French, Bankers, and Wright, are not United States Senators, but are Californians elected to the Legislature, or Senatorial body of that State, called by the people of that State, "State Senators."

They have nothing to do with the United States Senate only to the extent of a United States citizen to that body, the United States Senate. Hoping you will take my correction to your worthy paper in good part, and excuse the liberty, I have the honor to remain a delighted reader of your paper. Respectfully

JESSE G. SILVERSTEIN,

Canton, 21st March, 1905.

[The United States Consul-General has already pointed out that there were no Senators concerned; and although it was a San Francisco contemporary that misled us, we are glad to publish this further correction.]

## THE ORDER OF ST. MICHAEL AND ST. GEORGE.

The Committee appointed by his Royal Highness the late Duke of Cambridge, Grand Master of the Order of St. Michael and St. George, to carry out the renovation of the South-West Chapel of St. Paul's Cathedral in London, has received from Sir Walter Wilkin, K.C.M.G., Lord Mayor of London in 1895, an offer to provide the new window that will be required for the Chapel. This window, says the *Times*, will be one of the most important features in the scheme of renovation, and Sir Walter Wilkin's generous offer has been gratefully accepted by the Committee.

The singing and decorative work is progressing steadily, and it is hoped that a provisional opening of the Chapel may take place during the present year.

## INSURANCE OF CONTRABAND.

Under date February 15th, the *Times* marine insurance reporter wrote:

Two more seizures of British steamers by the Japanese are reported to-day. These are Messrs. Harris and Dixon's *Avotto*, with Welsh coal for Vladivostok, and the Lombard Steamship Company's *Scotman*, with provisions for the same destination. Both vessels are insured in London against war risks. The hull of the *Avotto* is insured for £23,000, and the cargo for £28,000—£51,000 in all. Understand that about £30,000 has been done on the hull and cargo of the *Scotman*, the cargo being much the larger interest.

Since January 13 there have been 12 seizures of steamers bound for Vladivostok, and five arrivals (of which one steamer was uninsured). The total amounts insured against war risks on these 12 steamers and their cargoes are rather more than £300,000. The captured steamers are as follows:—*Rosely* (coal); *Lethington* (coal); *Wilhelmina* (coal); *Orkney* (coal); *Buckley* (general cargo); *Berna* (coal); *M. S. Dollar* (provisions); *Weyfield* (provisions); *Siam* (coal); *Paros* (general cargo); *Apallo* (coal); and *Scotman* (provisions). With the exception of the *M. S. Dollar* and the *Weyfield*, which were on voyages from the Pacific Coast, all these vessels were from Europe or China ports.

## NOTES FROM DR. MORRISON.

These notes, dated 13th February, were sent from Peking to the *Times*:

A friend of mine, an Englishman, has just returned from Mukden, where, being provided with a passport by the Russian Consul at Tientsin, he was permitted to spend three days visiting the city. He reports that immense confusion prevails in the city. He states that the Chinese are well paid and well treated by the Russians, and are doing a roaring business. Trainloads of supplies are daily carried to the Russians by the Chinese railway via Hsin-mia-tun. One of the most serious consequences of a defeat will be the cutting of this source of supply.

The predominant feeling which my informant observed among the Russians, both civilians and military men, was one of discouragement. Without exception these he conversed with spoke of the early occupation of the city by the Japanese as a foregone conclusion. My friend formed the opinion that the discouragement among military men was intensified by the fact that General Kuropatkin has his headquarters in the train, as if he were ready at any time to retreat northwards, and by the fact that extensive preparations are being made at Tientsin to give battle to the Japanese, which implies a previous Russian retirement from Mukden.

I have recently met many Japanese who express alarm at the suggested revision by the international congress of the terms of peace, when peace is proposed between Russia and Japan. When it is remembered that the origin of the present war is traceable to the international interference which occurred after the war between China and Japan, one cannot be surprised at the concern of those who witness the present intrigues for summoning an international conference.

## SUPREME COURT.

Wednesday, 22nd March.

## IN ORIGINAL JURISDICTION.

BEFORE SIR H. S. BAKERLEY (CHIEF JUSTICE).

MUI SUK U. V. WO CHUK SZ.  
This was a claim for over \$5,000. The plaintiff did not appear and was unrepresented. Mr. H. G. Calthrop, instructed by Mr. Stevenson (of Messrs. Deacon, Looker and Deacon) appeared for the defendant.

Judgment was given for the defendant with costs.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (PUNISH JUDGE).

YEE WOO CHEONG FIRM v. EASTERN AND AUSTRALIAN STEAMSHIP CO. LD.

This action, commenced on the 21st March was continued. The plaintiffs claim \$1,110.00 reduced to \$1,000.00 as to come within summary jurisdiction. Mr. Norman Ferrers, instructed by Mr. R. A. Harding, appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. J. Hays (of Messrs. Johnson Stokes and Master) for the defence.

The plaintiffs, merchants carrying on business at No. 101, Bonham Strand East, allege that they have suffered damage by the defendants' failure to carry and deliver to them certain goods (54,960 piculs of sandalwood at 820 per picul). The goods, it is stated, formed part of a consignment shipped at Timor about the 11th October 1904 on board the defendants' s.s. *Empire*, for the purpose of being carried by the defendants to Hongkong, and there delivered to the plaintiffs for reward. The *Empire* daily arrived at Hongkong on the 20th October 1904, but the defendants did not deliver the said goods to the plaintiffs.

The defendants deny that any goods were shipped at Timor about the 11th October 1904 on the *Empire* for carriage to Hongkong and delivery to the plaintiffs, other than the goods which were duly delivered by the defendants to the plaintiffs after the arrival of the *Empire* here viz., 3,074 piculs, 27 baskets, 76 bundles and 32 bags of sandalwood or rootwood. The case was further adjourned.

## EXTRADITION.

Mr. R. A. Harding, on behalf of the Chinese authorities, applied to Mr. Hazeland (first police magistrate) for the extradition of Pua Loong Tung.

Two witnesses on a previous occasion gave evidence that accused was the leader of a robber band.

Yeung Hung Pin, Lieutenant Colonel in charge of the Shamoon Guard at Canton, said:—I received instructions to apply for the arrest of a man called Pua Loong Tung. It was on the information furnished by me that the defendant was arrested. I was instructed by the Chinese Government to obtain his arrest for a robbery committed by him on the 23rd March 1904 at the Chun Chan silk factory, Yung Ki village, Sun Tak district, Kwangtung.

Accused said:—There is no proof that I committed the robbery.

Mr. Hazeland said that the evidence was very clear against the defendant, and he was quite satisfied of the proof called being within the Treaty of Tientsin. He ordered that the man be sent to Victoria Gaol to await the further order of the Governor. He would not be surrendered for 15 days, and had the right to apply to the Supreme Court for a writ of Habeas Corpus.

## MARINE MAGISTRATE'S COURT.

Wednesday, 22nd March.

BEFORE MR. BASIL R. H. TAYLOR (ASSISTANT HARBOUR MASTER).

Mr. Jones, first boarding officer, charged the master of the launch *Yuen Lee* with negligent navigation. He said that on the 20th March while on the *Lily* he saw the *Yuen Lee* about a thousand feet away, a point on his port bow heading towards him. He blew a short blast and altered his course slightly to starboard, and the *Yuen Lee* responded with two short blasts and starboarded. He again blew a short blast, and again ported, and the *Yuen Lee* again blew two short blasts and starboarded. When Mr. Jones realised that the other launch was going to cross his bows he put his helm hard a starboard and went full astern, thus avoiding collision. The defendant's certificate was suspended for a month.

## JAPANESE IN CHINA.

If such a disaster as the break up of China is ever to befall the middle Kingdom, then, from the signs to be gleaned in the interior, Japan intends to have a big piece. An island correspondent of our Shanghai contemporary was talking lately with a Customs Officer stationed in one of the gorges and he remarked on the increased numbers of Japanese now travelling West. He compared them with the Europeans who also pass his station in numbers, but who mostly pass their time in looting and overfeeding. Each Japanese seemed to be there on some secret mission. They professed to know no English, although he found out afterwards they did; and each one made constant and busy use of a sketch book, marking in the rocks and the contour of the river in the gorges. A Japanese officer lately on the run here has left for home, but gave out he would soon be returning to spend two whole years up and down the gorges at all waters, in order to get a more accurate and scientific survey of the river than any foreigner had made in the past. Japan seems to have ceased long ago learning Western ways, and is now far wiser and better than her teachers.

## CANTON.

(FROM OUR CORRESPONDENT.)

## LINGCHEE.

20th March.

Lum Kwa See, the brigand chief, was executed the other day by the process of *lingchee*, and died a most cruel and lingering death. He was a native of Hoang Shan, of middling height and thin and sallow complexion. He was over thirty years of age, and looked very intelligent. His quons was out off. He was worth from forty to fifty thousand dollars. He was caught in Macao, and imprisoned there for a considerable time, awaiting extradition by the Chinese government. On the 14th inst. he was sent back to Canton under a strong guard, commanded by Admiral Li Chou, in a Chinese gunboat. On the way from the government wharf to the Viceroy's yamen he was singing, cursing the mandarins, and calling the people to look at him. He said he was Lum Kwa See, and was going to die a heroic death. He was conveyed to the Viceroy's yamen for identification, tried by the martial law, passed one night's imprisonment in the Nam Hoi magistracy, and the following day he and five of his comrades were tied hands and feet and carried in baskets to the execution ground. The latter were executed by beheading, but he was killed by the lingering process of *lingchee*, that is, by being cut into pieces. When tied to the cross, he never showed the least sign of fear or pain, and his face never changed colour. The executioner made seven or two cuts in him, commencing from the face, and then severed his head from the trunk. At the sight of this, one or two of the guard fell down insensible. At the execution ground a shrine was built wherein the tablets of those generals and captains of the army whom he had killed, were placed. The executioner wrenched out his heart and liver, and placed them in a large plate. Admiral Li Chou knelt down before the shrine, and offered them to the dead.

## A SUMPTUARY LAW.

Since the Viceroy returned to Canton he has issued quite an extraordinary order that no Chinaman may wear the coral button on his cap, under penalty of a fine, or flogging on the breeches; as by the law of China only the mandarins of the first and second ranks in Peking can wear coral buttons on their caps. So during this fortnight a large number of respectable Chinamen have been caught, and punished, and great dissatisfaction prevails. It seems a shame for respectable people to be thus punished, for their coral buttons are merely Japanese imitations.

## ANOTHER CHINESE PUNISHMENT.

Two soldiers were tried and beheaded by order of the Viceroy for stealing government money, and Cheung In Leung, quite an old man, captain of the regiment to which these thieving soldiers belonged, was also punished for lax discipline in allowing his soldiers to steal, by having his two ears cut off and nailed on the notice board outside his yamen, and by being flogged on the back with rattan along the streets. This punishment is known as *yaoping*.

## CHINESE NEW WOMAN.

In China, especially in Kwang Tung, most of the females don't go to school to learn reading and writing, for fear that by-and-by when they get married the Joss might give them stupid and illiterate husbands. What they call "reform" has come now, and this fear is flouted, and quite a number of female schools have been established in Canton, and in the outlying districts. Some enterprising females have actually started a magazine to be published monthly under the title of "Female Mirror." The editors are females.

## NATIONAL BANK OF CHINA, LTD.

In connection with the application for a reduction of capital, Mr. Justice Farwell, in delivering judgment, said that the petition was opposed by holders of only 44 founders' shares, though, of course, they were entitled to be heard. The general power to reduce capital was not intended to be limited, and the protection of the founders' shares was left to the Court. Then it was said there was no sufficient evidence of loss of capital. That was a matter for expert evidence; and the experts for the company far outweighed the experts on the other side. There was no doubt that, owing to the fall in the value of the dollar, the company had lost the amount of capital alleged. As for the good-will, he could not see that a company which over 12 years had paid an average of only a little over 1 per cent. could be said to have a valuable good-will. The real objection to the scheme was that it was not fair and equitable. His Lordship could see no hardship in wiping out the founders' shares. Those shares would not net nothing until 8 per cent was paid on the ordinary shares, and there was no reasonable prospect that the ordinary shares would ever reach that level. Nor could he see any object in keeping just a shred of life in the founders' shares in order that they might have a hope for the future. The company might want new capital, which they could not secure without getting rid of the founders' shares. He was convinced that the scheme would do no injustice, and the prayer of the petition must be granted.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* left Vancouver on Monday, the 20th inst. p.m., for Hongkong via the usual ports of call.  
The C.P.R. str. *Albatross* arrived at Nagasaki at 2 p.m. on Tuesday, the 21st inst., and left again at 6 a.m. on Wednesday for Kobe, where she is due to arrive at 2 p.m. to-day.  
The I.G.M. str. *Prinzess Alice*, which left here on the 16th inst., arrived at Singapore on the 20th inst. at 3 p.m.  
The str. *Gregory Apsar*, from Calcutta, left Singapore for this port yesterday morning, and may be expected here on the 27th inst.  
The Harbor Line str. *Sagami* sailed from Manila on the 21st inst.  
The Boston S.S. Co.'s str. *Tremont* arrived at Yokohama on the 22nd inst.



Price 15 cents per copy cash.  
Hongkong, 22nd December, 1902.



## SHIPPING.

**ARRIVALS.**  
**CHILUKUM**, British str., 1339, O. E. Anderson, 21st March, Berry (N.S.W.) 24th Jan., Coal—Order.  
**DECIMA**, German str., 794, H. Schalkier, 22nd Mar.,—Amping, Amoy and Swatow 21st Mar., General—Osaka Shosen Kaisha.  
**FRITHJOF**, Norwegian str., 391, H. A. Haraldsen, 22nd Mar.,—Tientsin via Amoy and Swatow.  
**19th Mar.**, General—Osaka Shosen Kaisha.  
**MACHIEU**, German str., 947, H. A. Haraldsen, 21st Mar.,—Bangkok 15th March, Rio and Timber.  
**NORDEUTSCHER LLOYD.**  
**NANSHAN**, U.S. cutter, 1312, Pridoux, 21st March,—Manila 18th March.  
**ORFORD**, U.S. cutter, 1028, Barwell, 21st March,—Manila 18th March.  
**PERCHASUR**, German str., 1373, G. Hillmann, 21st March,—Bangkok 14th March, Rio and Wood.—Butt-Orford & Swire.  
**TRIESTE**, Austrian str., 323, D. Mistrorici, 22nd March, Trieste and Singapore 16th March.—Sander, Weller & Co.

## CLEARANCES.

**AT THE HARBOR MASTER'S OFFICE.**  
 22nd March.  
**Borneo**, German str., for Kudat.  
**Omang**, British str., for Hongkong.  
**Zaida**, British str., for Amoy.

## DEPARTURES.

**22nd March.**  
**BELOAN**, British str., for Kobe.  
**BEIRA**, British str., for Yokohama.  
**CALAO**, U.S. gunboat, for practice.  
**CHILUKUM**, British str., for Shanghai.  
**FRITHJOF**, Norwegian str., for Canton.  
**KANALKE**, Chinese str., for Shanghai.  
**MINNISO**, American str., for Shanghai.  
**NINIO**, British str., for Canton.  
**SIGNAL**, German str., for Swatow.

## SHIPPING REPORT.

The German str. *Machieu* reports: Fine weather, light winds (chiefly from southerly direction) up to within 100 miles of the port; thence fresh monsoon to port; cloudy, overcast with occasional showers.

## VESSELS IN DOCK.

**22nd March.**  
**ABERDEEN DOCKS**—Katherine Park.  
**KOWLOON DOCK**—Sobrienne, Lisuan, Westminister Bridge, H.M.S. Whiting, Sun-hing, Jikin, U.S.S. Oregon, U.S.S. Bainbridge, U.S.S. Barry, U.S.S. Chancey, U.S.S. Dale, U.S.S. Decatur, U.S.S. Goswold.  
**COSMOPOLITAN DOCK**—

## VESSELS ON THE BERTH

**NORDEUTSCHER LLOYD, BREMEN.**

## NOTICE.

**STEAM FOR KUDAT AND SANDAKAN.**  
 Taking Cargo at Through Rates to  
**TAWAU, LAHAD DATU, LABUAN, JOLO,**  
**ZAMBOANGA AND MENADO.**  
 The Company's Steamship

## "BORNEO."

Captain F. Nibbs, will leave for the above ports TO-DAY, the 23rd inst., at 9 A.M.  
 For Freight or Passage, apply to  
**NORDEUTSCHER LLOYD,**  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 21st March, 1905. [709]



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM TO SHANGHAI, YOKOHAMA AND KOBE.**  
 The Company's Steamship

## "TRIESTE."

Captain D. Mistrorici, will leave for the above places TO-DAY, the 23rd inst., at 3 P.M.  
 For Freight or Passage, apply to  
**SANDER, WIELER & CO.,**  
 Agents.  
 Hongkong, 18th March, 1905. [3]

## FOR NEW YORK

**VIA PORTS AND SUEZ CANAL.**

**THE Steamship**

Captain Nicholas, due here on April 1st, will have prompt dispatch as above.  
 She will be followed by the s.s. "HUDSON," Captain Barnett, sailing hence on or about April 23rd.  
 For Freight & further information, apply to  
**STANDARD OIL COMPANY**  
 OF NEW YORK,  
 Oriental Freight Department,  
 4, Des Vaux Road, Central.  
 Hongkong, 3rd March, 1905. [601]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
 Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 The Steamship

Captain McArthur, will be despatched for the above ports on SATURDAY, the 8th April, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A duly qualified Surgeon and Stewardess are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 16th March, 1905. [740]

## NOT RESPONSIBLE FOR DEBTS

**NEITHER** the CAPTAIN, the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.  
**King George**, British ship, J. White—Standard Oil Co.  
**A. G. Rivers**, American ship, D. H. Rivers—Standard Oil Co.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong, H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
 2. From Harbour Master's to Blake Pier.  
 3. From Blake Pier to Naval Yard.  
 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	C. H. Burch	SHEWAN, TOMES & CO.	On 25th inst.
LONDON, &c., VIA PORTS OF CALL	MALTA	Brit. str.	—	E. A. Peters	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP	BUNGLOE	Brit. str.	—	G. W. Babat, R.N.R.	GIBB, LIVINGSTON & CO.	On 27th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MALACCA	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 29th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd inst.
AMSTERDAM, LONDON & ANTWERP	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th April.
AMSTERDAM, LONDON & ANTWERP	AGAMEMNON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th April.
AMSTERDAM, LONDON & ANTWERP	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th May.
AMSTERDAM, LONDON & ANTWERP	PINGUIN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd May.
MARSEILLES, &c., VIA PORTS OF CALL	TOURANE	Brit. str.	—	G. W. Babat	MESSAGERIES MARITIMES	On 4th April, at 1 P.M.
BREMEN, VIA PORTS OF CALL	P. R. LUTFOLD	Ger. str.	k.w.	H. Kirchner	MELCHERS & CO.	On 29th inst., at Noon.
HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	V. Dohren	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG	SEVIA	Ger. str.	k.w.	Knaiss	HAMBURG-AMERIKA LINIE	On 4th April.
HAVRE & HAMBURG	SILENSIA	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 16th April.
HAVRE & HAMBURG	SILAVONIA	Ger. str.	k.w.	Madsen	HAMBURG-AMERIKA LINIE	On 3rd May.
HAVRE & HAMBURG	SKOVIA	Ger. str.	k.w.	Schoenfeldt	HAMBURG-AMERIKA LINIE	On 16th May.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k.w.	Jaburg	BUTTERFIELD & SWIRE	On 20th April.
GENOA, MARSEILLES & LIVERPOOL	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th May.
TRIESTE, &c., VIA SINGAPORE, &c.	LABETTES	Brit. str.	—	Rassevich	SANDER, WIELER & CO.	On 29th inst., P.M.
NEW YORK, VIA PORTS & SUEZ CANAL	M. BACQUEM	Brit. str.	—	Doddwell	DODWELL & CO., LD.	About 24th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. FILLANS	Brit. str.	—	Nicholas	STANDARD OIL CO.	Quick despatch.
NEW YORK, VIA PORTS & SUEZ CANAL	SCHUYLKILL	Brit. str.	—	Burnett	STANDARD OIL CO.	About 23rd April.
NEW YORK, VIA SUEZ	HUDSON	Brit. str.	—	Habel	HAMBURG-AMERIKA LINIE	On 25th May.
NEW YORK, VIA SHANGHAI, &c.	NUDIA	Ger. str.	k.w.	—	CANADIAN PACIFIC R. CO.	On 26th April.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	F. G. Furlong	DODWELL & CO., LIMITED	On 30th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TABATA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th April.
VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c.	FLORIAN	Brit. str.	1 m.	Wagner	PORTLAND & ASTORIA S.S. CO.	On 31st inst., at Daylight.
AUSTRALIAN PORTS	TELEMACHUS	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 8th April, at Noon.
AUSTRALIAN PORTS	HAUSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th April.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	CHINOTU	Brit. str.	1 m.	A. L. Valentini	BUTTERFIELD & SWIRE	About 23rd April.
KOBE	CHINOTU	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	Today.
TIENTSIN	ESANG	Brit. str.	—	D. Mistrorici	SANDER, WIELER & CO.	On 27th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	TRIESTE	Brit. str.	—	P. B. Summers	P. & O. S. N. Co.	Today, P.M.
SHANGHAI	SILAVONIA	Brit. str.	—	—	JARDINE, MATHESON & CO.	About 24th inst.
SHANGHAI VIA NINGPO	NINGPO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 26th inst., at Daylight.
SHANGHAI	WUJONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
POOHOW, VIA SWATOW & AMOY	CLARA JENSEN	Ger. str.	—	Heredissen	OSAKA SHOSHEN KAISHA	To-morrow, at 7 A.M.
AMOY, VIA SWATOW & AMOY	DEIMIA	Ger. str.	—	Schlaikier	OSAKA SHOSHEN KAISHA	To-morrow, at 7 A.M.
TAMSUI, VIA SWATOW & AMOY	FRITHJOF	Ger. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 2nd April, at 7 A.M.
SWATOW	B. JOHNSON	Ger. str.	—	C. Olsen	OSAKA SHOSHEN KAISHA	To-morrow, at 11 A.M.
SWATOW, CHEFOO & TIENTSIN	HAIMUN	Brit. str.	2 h.	Rohson	DODWELL & CO., LD.	On 23rd inst.
MANILA	KANSUANG	Brit. str.	1 m.	—	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA VIA AMOY	RUBI	Brit. str.	—	A. H. Noley	SHEWAN, TOMES & CO.	To-morrow, at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
MANILA	ZAPIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 1st April, at 10 A.M.
MANILA	TREMONT	Brit. str.	—	T. W. Garlick	DODWELL & CO., LD.	About 12th April.
CEBU & ILOILO	SUNGKANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 30th inst.
KUDAT & SANDAKAN	BORNEO	Brit. str.	—	E. Mable	MELCHERS & CO.	To-day, at 9 A.M.
JAVA PORTS	TUPANAS	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SINGAPORE, PENANG & CALCUTTA	KANSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KANSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 P.M.

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRINITY, Genoa, Ports in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG.**  
 SUBJECT TO ALTERATION.

DESTINATIONS	SAILING DATE	Freight & Passengers
SCANDIA (Calling at Singapore, Penang and Colombo)	On 25th Mar.	Freight & Passengers.
SUEVIA (Calling at Singapore, Penang and Colombo)	On 4th April.	Freight.
CLARA JENSEN (Calling at Singapore, Penang and Colombo)	On 16th April.	Freight & Passengers.
SILAVONIA (Calling at Singapore, Penang and Colombo)	On 2nd May.	Freight & Passengers.
SEGOVIA (Calling at Singapore, Penang and Colombo)	On 16th May.	Freight.
SENEGAMBIA (Calling at Singapore, Penang and Colombo)	On 30th May.	Freight.
NUDIA (Calling at Singapore, Penang and Colombo)	On 25th May.	Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.

For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE**  
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**

**PROPOSED SAILINGS FROM HONGKONG FOR**  
**VICTORIA B.C. AND TACOMA**  
 VIA  
**MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
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PERIADES	3,753	F. G. Furlong	Thursday, March 30th
SHAWMUT	2,606	E. V. Roberts	Friday, April 13th
TREMONT	2,606	T. W. Garlick	Friday, April 13th
LYRA	4,417	G. V. Williams	Monday, May 21st

† Cargo only.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT..... 2,606 tons. T. W. Garlick..... About 12th April.  
 S.S. LYRA..... 4,417 tons. G. V. Williams..... About 3rd May.

**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.**

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
 For further information apply to—

**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 11th March, 1905. [7]

## SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:—

S.S. "LOTHIAN"..... Captain J. C. Williamson.  
 S.S. "INDRAVELLI"..... Captain S. Callington.  
 S.S. "COURTFIELD"..... Captain J. W. Martin.  
 S.S. "CRANLEY"..... Captain W. E. Steele.  
 S.S. "IKBAL"..... Captain M. Robertson.  
 S.S. "ASCOT"..... Captain C. E. Cox.  
 S.S. "SIKH"..... Captain J. Rowley.  
 S.S. "INKULA"..... Captain Dean.  
 S.S. "KATHERINE PARK"..... Captain Copp.

For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
 AGENTS.  
 Hongkong, 11th February, 1905. [19]

## IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION**

STAMMERS.

SAILING DATES.

1905

PRINZ REGENT LUITPOLD..... WEDNESDAY..... 29th March

PRINZ HEINRICH..... WEDNESDAY..... 12th April

PRINZ EITEL FRIEDRICH..... WEDNESDAY..... 26th April

PREUSSEN..... WEDNESDAY..... 10th May

ROON..... WEDNESDAY..... 24th May

RAYEN..... WEDNESDAY..... 7th June

ZELEN..... WEDNESDAY..... 21st June

GNEISENAU..... WEDNESDAY..... 5th July

SACHSEN..... WEDNESDAY..... 19th July

SCHARNHORST..... WEDNESDAY..... 2nd August

PRINZ HEINRICH..... WEDNESDAY..... 16th August

PRINZ EITEL FRIEDRICH..... WEDNESDAY..... 30th August

ON WEDNESDAY 29th day of the MARCH, 1905, at Noon, the Steamship "PRINZ REGENT LUITPOLD," Captain H. Kirchner, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon on Monday, the 27th March. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th March, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$250, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to  
**NORDEUTSCHER LLOYD.**  
**MELCHERS & CO., AGENTS.**  
 Hongkong, 17th March, 1905. [5]

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR SINGAPORE, PENANG & CALCUTTA "SUISANG"..... Thursday, 23rd Mar., 3 P.M.

SINGAPORE..... "HOPKANG"..... Friday, 24th Mar., 3 P.M.

\* MANILA..... "LOONGSANG"..... Friday, 24th Mar., 4 P.M.

† SHANGHAI VIA NINGPO..... "HANGSANG"..... Sunday, 26th Mar., 4 P.M.

TIENTSIN..... "ESANG"..... Monday, 27th Mar., 4 P.M.

\* SINGAPORE, PENANG & CALCUTTA "KUMSANG"..... Tuesday, 28th Mar., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 20th March, 1905. [18]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amply lighted. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA**  
**STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
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BUEL	2540	A. H. Noley	Manila via Amoy	Fri., 24th Mar., 4 P.M.
ZAFIRO	2540	R. Rodger	Manila	Sat., 1st April, 10 A.M.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 20th March, 1905. [15]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR HATYIA, PERSIAN GULF, CONTINENTAL,



## HONGKONG ODD VOLUMES SOCIETY.

MR. COTTON ON "TEA."

Mr. T. Cotton, inspector of markets, last evening, under the auspices of the Hongkong Odd Volumes Society, lectured on "Tea" at the City Hall. Dr. P. Clark, the principal civil medical officer, was in the chair. Inspector Cotton was for many years on tea plantations in upper India, only leaving on account of ill health.

The speaker, in the course of his remarks, said that the Chinese account of tea is that the Emperor Shin Nung, "the inventor of agriculture," discovered it. Emperor Shin's era is fixed with marvelous exactitude at B.C. 2534. Confucius, born 551 B.C. makes a doubtful allusion to tea in one of his works. In 584 A.D. a Chinese priest of the sect of Fo recommended the use of tea as a medicine, and from that time tea became popular as a beverage amongst the natives of China. The Portuguese were the first Europeans to deal with China (in 1517). Matteo, a Portuguese, then described the inhabitants of Japan and China as using a herb called *cha* from which they extracted a delicate juice which they drank warm and added to wine. From this time tea seems to have attracted more attention in Europe. The Dutch began to bring some in their ships, and sent over small quantities to England. The first record, given by the customs' returns of the United Kingdom was in 1697 when 100 lbs. were imported. In 1685, 12,970 lbs. were imported (by the East India Company), and in 1689 it increased to 25,300 lbs., in 1710 it was 127,298 lbs. and from that date it continued to increase. The import of tea into England in 1875 was 179,000,000 lbs.

The tea plant is a hardy evergreen shrub, from three to six feet in height, in appearance much resembling a camellia tree; the bark rough, dark and gray; the stem bushy with numerous branches and very leafy; the blossom white with yellow anthers much resembling a dog rose, and extremely fragrant. It grows in the open air in every climate between the equator and the latitude of 45 degrees north, but thrives best in cooler parts of the tropical zone, and the part of China which supplies the greater part exported to Europe lies between the 25th and 35th degrees, the very best districts being between the 25th and 31st.

In old days the *Tea Bush*, known as the *Black Tea plant*, and the *Tea Viridis*, known as the *Green Tea plant*, were usually to be found, one in the south, the other in the north of China. Yet there was really little difference between the two themselves, and either variety could be indifferently manufactured into black or green tea.

The difference between black and green teas may be epitomized as follows:—

## BLACK TEAS.

(a) They lie for some time spread out in the factory after gathering.

(b) They are tossed about until they become soft, and this before roasting.

(c) After being roasted for five minutes and rolled, they are exposed to the air for some hours.

(d) They are dried slowly over charcoal fires in sieves.

## GREEN TEAS.

(a) The leaves are roasted in an iron vessel almost as soon as gathered.

(b) They are dried off quickly after the rolling process.

The tea shrub, although grown in almost every soil and aspect, succeeds most in hilly sites of moderate elevation, where it is best able to benefit by the fertility of soil, heat, etc. The plant is generally raised from the seeds which are gathered in October, dried in the sun, and kept mixed up with sand and earth, during the winter. In the spring the seed is sown broadcast and is allowed to grow for a year, when the seedlings, by this time nine to twelve inches high, are transplanted in rows at a distance of two to three feet. The damp, moist weather at the time of the moon-on in April and May enables the young shrubs to establish themselves.

In the course of the first year the main shoot is cropped to reduce the height to about three feet and cause the plant to grow bushy. After this little is done but the necessary weeding of the ground, and an occasional stirring of the earth, until the time for cropping, which is generally in the fourth or fifth year, according to the strength or weakness of the shrub. The picking of tea commences all over China in April. The second crop is gathered about the middle of June, and in October the fourth or last crop is plucked. On account of the autumn rains, this is frequently better than either the second or third crops. The periods and manner of gathering the leaves are the same in all parts of China.

There are many fanciful names given to tea in China, according to the district it comes from. In some places tea is prepared better than at other places, and this, of course, makes a great difference. The most expensive tea is *Kao-ong*, which comes from the Bohea hills, situated on the north-eastern boundary of Kwangtung Province. Difficulty of transit makes this expensive. The best China tea generally comes from Hankow and the Yangtze district—the manufacture is conducted better there than at other places. Of late years, since the opening of the treaty ports, the price of tea has been reduced by the greater facilities of getting it to places for shipment. Formerly tea was sent to Canton from districts which have now much more convenient and nearer outlets for their produce.

The area of tea cultivation in China is as follows:—

Kwangtung ... 79,000 sq. miles.  
Honam ... 74,000 " "  
Kwangse ... 72,000 " "  
Hami ... 71,000 " "  
Fokien ... 53,000 " "  
Nyanhui ... 43,000 " "  
Chekiang ... 39,000 " "

Total ... 435,000 sq. miles.

## THE PHILIPPINE ISLANDS.

Mr. Allyn Ireland's concluding article in the *Times* is very long; but it appears to contain little that can be omitted. He says:—

The blindness to local conditions and the neglect to profit by the experience of others, which caused the war between the United States and the Philippine Republic, have played as large a part in the constructive work of the American Government in the Philippines since the establishment of civil administration as they played before and during the war. If human history has taught one lesson more thoroughly than another during the past three centuries it is that the native of the tropics is not susceptible to the political and administrative ideals of our so-called Western civilization; and that if those ideals are to prevail in the conduct of affairs in tropical countries it can only be through the presence of a number of white men exercising supreme authority. It is not a question of whose ideals are the best; it is simply a question of whether having decided to introduce Western standards of government into the tropics, the natives are capable, or are likely to become capable, if left to themselves, of maintaining political institutions of a democratic character and of administering their public affairs in conformity with those principles which underlie honest and efficient government in the non-tropical portions of the world. There is nothing in the whole range of history to justify a belief that representative institutions are suitable for tropical races. In the course of the evolution of governmental institutions amongst tropical people the democratic form never appeared as a product of native ideas; and wherever that form exists in the tropics to-day its presence is due to European influence, and its operation depends on the efforts of men having European blood in their veins.

With the condition of the Central and Southern American Republics before it as a warning, with the condition of the British tropical colonies before it as an example, the American Government has adopted as the central idea of its Philippine policy the establishment in the islands of a government in which free play is to be given to democratic principles, in which the control of affairs shall reside in the people, in which every problem shall find its solution in the education of the masses and in the exercise by them of all the political functions which are performed by the inhabitants of the most advanced States in the world. In June, 1902, the United States Congress passed an Act declaring that two years after the completion and publication of the Philippine Census of 1903 a general election shall be held in the Philippines for the choice of delegates to a Philippine Assembly, a body which is to form one branch of a bicameral legislature, the other branch to be appointed by the President of the United States. As it is not anticipated that the new Philippine Legislature will assemble before 1907, I may dismiss the matter by pointing out that in its structure the proposed Legislature embodies all the defects of the most unsatisfactory form of government now in force in the British Empire: the hybrid Constitution of Jamaica and British Guiana, in which an unsuccessful attempt has been made to blend responsible government with Crown Colony government.

Turning now to what has already been done by the Americans in the political field in the Philippines, we are confronted with the astonishing spectacle of 40 provincial Governments and 125 municipal Governments operating in a territory smaller than Burma, and with fewer inhabitants. In the municipal Governments alone there are 3,600 paid officials elected by the people and more than 8,000 elected councillors. The utter confusion in administrative affairs which result from this excessive decentralization will be readily understood by every one who has any experience of tropical government. Even if the natives were endowed with a very exceptional degree of those peculiar qualities which are indispensable for the successful control of a tropical territory, this minute subdivision of authority in an undeveloped country almost devoid of land communications could not fail to result in disorder and misgovernment. As a matter of fact, however, the Filipino is not possessed of any peculiar political gifts, and he is no better material for representative government than the Burman, the Malay, or the negro.

It is not necessary to go beyond the official record in order to exhibit the unsatisfactory results which have followed American colonial policy in the Philippines; but before passing to a consideration of some of the purely administrative affairs of the islands, I wish to draw the reader's attention to the extraordinary state of unrest in which the islands still remain, after five years of American control. The Report of the Philippine Constabulary for 1903 shows that in the year under review there were 357 engagements with bands of outlaws (this is exclusive of military campaigns undertaken by the army), that 1,185 outlaws were killed and 2,722 captured, and that more than 5,000 expeditions, great and small, were undertaken against disturbers of the peace. That this state of disorder is not confined to the outlying districts is proved by the fact that in the Province of Cavite, no part of which is as far as 110 miles from Manila, a province having an area less than that of the county of Hertfordshire and a population less than that of Portsmouth, there were in 1903 more than 400 expeditions against outlaws, in which 20 were killed, 23 wounded, and 253 captured.

The three subjects in regard to which American colonial policy differs most radically from that of other nations are education, public works, and labour supply.

In dealing with the question of education I cannot do better than quote a few lines from recent articles by the Hon. William H. Taft, the United States Secretary of War, formerly Civil Governor of the Philippines. He says:—

It is so far as the object of our taking control of the islands was different from that which animated them (the Dutch and the English), we were obliged to vary our policy from theirs. The chief difference between their policy and ours, in the treatment of tropical people, arises from the fact that we are seeking to prepare the people under our guidance and control for popular self-government. We are attempting to do this, first, by primary and secondary education offered freely to all the Philippine people. (Churchman, New York, October 1, 1904.)

And Mr. Taft proceeds to compare the expenditure of 1.7 per cent. of the total public revenue of the Straits Settlements on education with the expenditure of 20 per cent. for the same object in the Philippines. The Straits Settlements do not afford a fair basis for comparison, because, owing to Chinese immigration, the population of the colony contains an altogether abnormal proportion of adult males; but it may

be freely admitted that the American expenditure on education in the Philippines are greatly in excess of those in any other tropical colony in the world. But it is when Mr. Taft assumes that such an extravagant outlay on one department of the Government is an indication of a sound colonial policy that most students of tropical colonization will find themselves in complete disagreement with him. The enrolment of 263,000 pupils on the school-roll of the Philippines is not by any means the extraordinary and isolated achievement which Mr. Taft appears to consider it, and in relation to the great amount of educational work being done in the tropical colonies of the European Powers the school experiment in the Philippines can contribute very little that is new to our knowledge of the general effects of education upon tropical races. In our own tropical Empire we have at the present time a school attendance of more than five million pupils, and without going any further afield it is seen that in Ceylon we are affording a wider opportunity for education than the Americans are affording in the Philippines, for in the former colony five per cent. of the total population is attending school, whereas in the latter colony less than three and a-half per cent. are thus engaged.

In assuming that the United States is the only nation which is making a serious effort to educate the tropical races Mr. Taft writes either from misinformation or from lack of information. That the Americans are spending a larger proportion of their public revenue in the Philippines on education than is devoted to that purpose in the British Colonies is due rather to extravagant administration than to any wider liberality in educational policy. The question of the effect and utility of education in tropical colonies involves so many considerations that I cannot touch on it at present further than to say that, in my opinion, far too much money is being spent in the British tropical colonies on this object in view of the unsatisfactory results which, it is generally admitted, have been obtained. The enormous expenditure on education in a country which is not yet pacified and in which hardly anything has been done to provide a decent network of public roads; and it is in placing education in an unreasonably prominent position in its scheme of government before other more vital needs have been met that American educational policy in the Philippines differs from that of other nations in the tropics.

The measures which have been adopted in the Philippines in the direction of public works disclose a complete misunderstanding of the needs of a tropical colony in a low stage of economic development. The burden of public works has been thrown, in all except a very few instances, upon the 40 provincial governments, which act independently of one another, and follow no common plan or policy. The disadvantages of this system are too obvious to call for any specific comment; and I know of no other colony in which there is not a Public Works Department of the general Government charged with the task of directing the colonial public works in conformity with some carefully considered scheme of improvements, and provided from the proceeds of general taxation.

With the tardy progress of the public works in the Philippines Government has itself undertaken the execution of public works which has devoted its energies and has applied extravagant sums of money to objects which are entirely out of place in the present condition of the islands.

The two great works undertaken by the Philippine Government are the Benguet Road and the Manila-Batangas Road. The Benguet Road, the object of the Benguet Road is to improve transport from Baguio to Dagupan to the Government sanatorium at Baguio. Considered solely as a project for affording Government servants an excellent health resort and thus solving the difficult problem of sick-leave, which plays such an important part in all tropical Governments, the project deserves commendation; but when we include in our consideration of the Benguet Road the enormous expenditure which it has involved, and the deplorable condition of Philippine finances, we are compelled to feel that, as things now stand in the islands, the construction of the road is an unwarranted extravagance. The road itself is 35 miles in length; and the original estimate of cost made by a Government engineer was \$75,000, and the report of the Philippine Constabulary for 1902 the Civil Governor says:—"It is doubtful if it can be constructed for less than \$300,000." When I visited the road in the early part of 1904 more than \$90,000 had already been appropriated for its construction; and I was informed by the engineer in charge that it would require an additional \$1,000,000 to complete the road-bed. The position, then, is that this nearly \$2,000,000 road, or nearly \$5,000,000 in local currency, is to be expended on the building of a road 35 miles in length, which at present can serve no other purpose than to facilitate access to a sanatorium. It is the intention of the Government to spend an additional \$2,000,000 local currency in laying an electric railroad to Baguio when the road-bed is completed. The significance of these figures is more readily appreciated when it is noted that the total annual revenue of the Philippine Government is less than \$13,000,000 gold, or \$30,000,000 local currency.

The plan for the improvement of the harbour of Manila, though excellent in itself, is open to the same objections which I have indicated in the case of the Benguet Road. There has already been appropriated for the harbour scheme a sum of \$2,000,000 gold, and it is expected that about \$8,000,000 gold will also be required—in all a sum of more than \$10,000,000 local currency.

The greater part of this expenditure could well have been deferred until the general conditions of the islands showed some marked improvement; and the outlay on the harbour is the less justified because there is no indication that unless the policy of the Government in regard to the economic development of the islands is radically changed there is likely to be any great expansion of insular trade beyond its present dimensions.

This brings me to the labour problem in the Philippines; and it is, perhaps, in this matter that American colonial policy shows its greatest divergence from that of other nations. It is unnecessary to go over the general question of the labour problem in the tropics, as I have already dealt with the subject in an earlier article in this series (*The Times*, April 12, 1904). The Philippine Islands present exactly the same phenomena in regard to labour as are to be observed in every tropical country in which there is not a very dense population. The natives are disinclined for steady work, and their labour is entirely unproductive. In the economic development of the islands, in the neighbouring colonies the difficulty has been met by the importation of Chinese or East Indian labourers; but in the Philippines foreign contract labour, skilled or unskilled, is rigorously excluded.

Notwithstanding the recommendation of Professor Jenks in his admirable report to the United States Government "On Certain Questions in the English and Dutch Colonies in the Orient," that unskilled Chinese labour should be admitted to the islands under proper restrictions and safeguards, notwithstanding the repeated request of the Philippine Government itself that skilled Chinese labour should be admitted, Congress

has refused to sanction any relief of the local labour difficulties by this method. The effect of this policy has been that the vast industries in mining, agricultural, and timber industries which were expected to follow the American occupation of the islands has not taken place; and, with the exception of hemp and copra which are less dependent than other industries upon labour conditions, the production of the islands is at a standstill or is actually declining. The refusal of Congress to sanction Chinese immigration into the Philippines rests upon the popular feeling in America against the introduction of imported contract labour into the United States—a sentiment which has extended to its introduction into the Philippines, where none of the conditions exist which make imported contract labour so undesirable in the States—where there is little reason to foresee a change of policy in this direction. The economic problem thus presented to the Philippine Government is a most serious one and goes far beyond the mere question as to whether or not the native Filipino has a right to be idle and to demand from the Americans exclusion laws against those who are prepared by their industry to develop the country.

The Americans have established in the Philippines a government which in point of expense throws almost every other colonial government in the tropics in the shade. The latest available figures show that in 1903 the total Government expenditures, insular, provincial, and municipal, amounted to about \$15,000,000 gold. If this expenditure be measured in relation to the actual production of the islands—the only true method of estimating the burden of taxation in a tropical country—it is seen that for every \$100 worth of produce exported from the islands the expenses of the Government amount to \$42. This is far in excess of the cost of administration in the British tropical colonies, where the average ratio of expenditure to value of exports is about 27 per cent. If we add to the expenditures from local taxation in the Philippines the amount paid by the United States itself in regard to the control of the islands—the whole military expense and part of the police expenditure—the total cost of the control and administration of the islands is found to be greater than the total gross value of the products of the islands exported each year. Under the economic condition of the islands it is greatly improved, and there seems to be no hope of improvement except through the importation of labour, the expense of administration must be cut down or a large proportion of it must be borne by the United States, for the present rate of local taxation threatens the very existence of the few industries which the islands possess.

In conclusion, I wish to express my appreciation of the honest efforts of the American officials in the Philippines to give the islands a good Government. That the administration is, in fact, inefficient, except in the scientific departments, where it is admirable, and that it is grossly extravagant is not due to any lack of individual ability amongst the officials, or to the absence of personal interest in the welfare of the natives. The cause lies in this, that the American Government has undertaken the control and development of a tropical colony—a task which has been the subject of study and experiment for more than three centuries by other nations—and has not only refused to attach any value to the failures and successes of its predecessors, but has made it a special feature of its policy that, both in regard to its aims and its methods, it should present the greatest possible contrast to that of other nations. This attempt to establish a new colonial policy based upon new ideals and dependent for its success upon new administrative formulae is doomed to failure. Up to the present time it has inflicted the greatest evils upon the unfortunate people who are the subject of the experiment. It set up amongst them at the beginning a purely artificial movement in favour of independence, which has now become a long and destructive war when more complete information showed that practical reasons made it necessary to take that ideal from them; it has burdened them with an excessive taxation for the support of a Government which is unequipped to their needs; and the reward which these people are promised is the gift of political liberties which the great mass of them have no desire to exercise.

RUSSIAN RECRIMINATIONS.

The correspondents of several Paris newspapers who accompanied General Stoessel and his companions from Aden to Suaz give some truly astounding particulars of what they heard on board the *Australien*, which was to accompany them to the island of Port Arthur. Now we have the testimony of the besieged naval and military officers themselves, given on the faith of French correspondents, that the fall of the great Manchu fortress was due in no small measure to causes that cannot be described otherwise than as diabolical. The whole melancholy story as related by the French correspondents, corroborated by the Russian naval and military administration, and of the urgency of vast reforms if Russia is to keep her rank as a first-class Power. Sympathy for the poor fellows whose lives have been sacrificed at Port Arthur through the inefficiency, jealousy, and dissension of their superiors will be much increased after a perusal of the following narrative. On the other hand, the system of government, in which such a cruel and scandalous state of affairs is possible cannot fail to excite the reprobation of civilized nations.

An admiral and a naval engineer on board the *Australien*, being regarded as representatives of what the Russian officers described as *la flotte pauvre*, were treated as pariahs by their companions, the army, who, on the other hand, did not spare their own chiefs, including General Stoessel. Admiral Lodeschensky was equally severe upon some of the leading naval commanders, attributing, for instance, the greatest misfortunes of the fleet to the "incomprehensible obstinacy" of Alexieff and Makaroff in refusing to employ floating mines for the protection of Port Arthur. General Stoessel, speaking of Admiral Rochedensky, observed to the correspondent of the *Petit Parisien* that "he will do well not to select as a naval base a position so secure, as in that case the fine gentleman of his entourage, like those at Port Arthur, will not want to leave it."

The impression left upon these French correspondents was a painful one of discord, mutual recrimination and comprehensive views of incapacity and worse. Profound admiration for the unquestionable though futile heroism of the garrison was mingled with the disconcerting impression that the majority of the Russian officers on board the *Australien* were remarkable for anything but intelligence, and that they now sought consolation in drink and amusement. Indeed, one correspondent said it was permissible to ask whether such men were thought of at all. Only seven of them spoke a little French. According to the correspondent of the *Matin*, General Stoessel, who seemed as if he had something to conceal, issued strict orders that no information should be given to the journalists. It was, therefore, only in secret that they were able to obtain from the "few intelligent and independent officers" some details of the "myriadous and affecting history of Port Arthur."—*Times*.

## KODAK FILMS &amp; ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

## LONG HING &amp; CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AN CHIE).

Hongkong, 27th December, 1904.

## BRITISH BORNEO SYNDICATE.

An extraordinary general meeting of the British Borneo Syndicate (Limited) took place on Feb. 13th at the offices, St. Swildin's Lane, to consider two resolutions:—(1) for winding-up the syndicate voluntarily, and appointing Mr. G. Walker, incorporated accountant, liquidator; and (2) for approving of a draft agreement expressed to be made between the British North Borneo Company, of the first part, the Syndicate of the second part, and the Borneo Exploration Company (Limited) of the third part, and directing the liquidator to enter into an agreement in the terms of the draft, and to carry the same into effect with such, if any, modifications as he might think fit to suggest to the Board of Directors.

A note appended to the advertisement calling the meeting stated that the Borneo Exploration Company (Limited) would be formed by the syndicate in accordance with the terms of the agreement between the syndicate and the British North Borneo Company, and would have a capital of £200,000, divided into 40,000 ordinary shares of £5 each, and 10,000 shares of £1 each, called—by way of distinction—founders' shares, which latter shares would be entitled to 20 per cent. of the net profits of the company, and to 20 per cent. of the assets in a winding-up. It was added: "The above-mentioned agreement is for the grant by the British North Borneo Company to the new company of exclusive rights for a period of 50 years to explore, prospect for, and work gold, silver, copper, coal, and other minerals, mineral oils, and precious stones in the Chartered Company's territory."

The Chairman, in proposing the first resolution, stated that the principal discoveries up to the present were manganese, iron and his ground. The manganese outcropped over a large area, in close proximity to the coast in the northern part of the island, where a harbour was available. Reports indicated that there were some 60,000 tons of manganese ore in sight, of which 20,000 tons were good ore and 40,000 tons were suitable for concentration. Mr. Robertson gave it as his opinion that the field contained immense quantities of ore. As regarded iron, the discovery that has been made was situated about 40 miles inland from the bay of Sandakan, on the east coast of the island, and Mr. H. G. Howe, who reported on the find, estimated that there were fully 1,500,000 tons of ore exposed on the surface alone. Samples taken from various points indicated the ore to be of excellent quality. Blue ground had recently been discovered, and would be found in considerable quantities. In addition to the minerals named, coal was being worked under a previous concession, and there was also coal outcrop on the British North Borneo Company's railway. Further, there were indications of gold, tin, wolfram, chromite and antimony and copper. All of this, he thought, proved that the possibilities of the country from a mineral point of view were enormous.

The resolutions were carried unanimously. A special meeting of the holders of the ordinary shares of the syndicate was afterwards held, when the Chairman proposed a resolution (which was carried) confirming the agreement (which was expressed to be made between Mr. U. L. Kottbridge, incorporated accountant, on behalf of all the holders of ordinary and founders' shares in the syndicate, of the first part, and the liquidator of the second part, and authorizing the liquidator of the syndicate to distribute the rights to subscribe for ordinary shares of the Borneo Exploration Company (Limited) among the members in accordance with the scheme set forth in the agreement.

A special meeting of the holders of founders' shares of the syndicate followed, at which the same resolution was also unanimously agreed to.

## A USEFUL BOOK.

"The advertiser's A.B.C., the standard advertisement press directory," published by T. B. Browne, Ltd., 163, Queen Victoria Street, London, E.C. The edition for 1905—the 19th annual—of that standard work, "The advertiser's A.B.C.," published by Messrs. T. B. Browne, Ltd., of 163, Queen Victoria Street, London, E.C. The well-known Advertiser's Agency, contains over 100 pages, and as usual, is beautifully printed on art paper. The book is divided into the following principal sections:—Advertisement Picture Gallery; Directory in Brief and Figures; London Newspapers, magazines, etc.; and Colonial, American and Foreign Papers; so that the Press of the whole civilized world is included with more or less fulness in its pages. The book as usual contains a mass of information compiled more especially in the interests of advertisers, journalists, and business men, such information including advertisement tariffs, and other useful particulars rendering the "A.B.C." a real acquisition in every newspaper and commercial office. Among the well-written and reliable articles contained in the book may be mentioned, "Art Advertiser," which shows the important advance made in recent years in the quality of advertisements issued; "In the Current of the Time," being a descriptive sketch of T. B. Browne's Advertising Agency; "The Follow-up System and Booklets," "English and American Newspapers," "A Continent and a Colony," and others dealing with publicity in the Colonies, India, America, Europe and the Far East. In addition to these articles are some capital specimens of advertisements of various kinds, and other items which must be of distinct value to advertisers, and save them a great deal of time and labour. The numerous reproductions in facsimile—many of them in colour—add brightness to the book and as the various details given are supplied direct they are strictly official and as such may be relied upon. The "A.B.C." is the standard work of its kind, is well-bound, and published at half a guinea.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 22nd at 12.5 p.m. The barometer has risen over S. China and the greater part of Japan. Pressure is high in N. Japan, also probably over N. China.

Gradients are moderate and fresh monsoon will probably prevail over the China Sea. Forecast—Moderate N.E. winds, overcast, some rain.

Returns from N. China are lacking.



TELEPHONE No. 135.

## TANSAN

PER CASE OF 48 PINTS... .. \$6.50

PER CASE OF 100 SPLITS... .. 8.00

## TANSAN

SOLE AGENTS—

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

## ROBINSON PIANO Co. LD.

30 YEARS IN CHINA WITH

17 YEARS' EXPERIENCE, OF THE

CLIMATE OF HONGKONG.

## MANUFACTURE

THE ONLY

## PIANOS

MADE IN HONGKONG FOR THE

CLIMATE OF HONGKONG.

\$340 TO \$495

CASH, HIRE OR CREDIT.

ALL MATERIAL AND PARTS

SEASONED HERE

YEARS BEFORE USE.

## BABY GRANDS

FOR SMALL ROOMS WITH

TONE AND APPEARANCE OF

A FULL GRAND \$890

BECHSTEIN

## ROYAL PIANOS.

## PIANO PLAYERS.

\$300 UPWARDS.

Hongkong, 23rd February, 1905.

SUN FAT CO.

MANUFACTURERS AND DEALERS IN

LADIES' AND CHILDREN'S

UNDERWEAR.

EMBROIDERIES, LACES, SILKS, PONGEES,

GRASS LINEN, SHAWLS, HANDKERCHIEFS,

BLANKETS, TRUNKS,

EBONY FURNITURE AND FANCY GOODS,

No. 82, QUEEN'S ROAD CENTRAL,

Any Order Promptly Attended To

Hongkong, 12th January, 1905.

## DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

ET FLOOR, WATKINS' BUILDINGS

31, Queen's Road Central

Hongkong, 19th October, 1904.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not entered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 884 Ed.

P.O. Box 38, Telephone No. 12.

## NEW ADVERTISEMENTS

JUST UNPACKED.

MESSRS. PECK, FREAN & CO.'s well-known BISCUITS of the day, viz. EVERETT, FAMILY, MARSENA, VEDA, VENICE and PLASMION.

PLASMION BISCUITS are more easily digested and afford greater nourishment and sustenance than any other. PLASMION is a preparation which answers in the scientific knowledge of the day all the Requirements of an Ideal Food.

MISSISS. CHAS. SOUTHWELL'S PREPARATIONS.

JAMS and JELLIES in Glass Jars are Specially Prepared from Fresh Fruits.

SWEETENED Glass Jars as follows:—MIXED NONPAREILS, VOICE JUBILES, LIME DATES, PLEASANT, MIXED PASTILLES.

Inspection Earnestly Solicited.

H. RUTTONJEE, No. 5, D'Angelier Street, and 37 & 38, Elgin Road, Kowloon.

Hongkong, 23rd March, 1905. [783]

## WANTED.

IMMEDIATELY, COMPETENT CHINESE CLERK and OFFICE ASSISTANT, with Security.

Apply with references—CANTON CLUB.

Canton, 21st March, 1905. [785]

## PUBLIC AUCTION.

THE Undersigned have received instructions from the Official Administrator, to Sell by Public Auction,

SATURDAY, the 25th March, 1905, at 11 A.M., at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Lee House Street), A GREAT ASSORTMENT OF GOLD AND DIAMOND JEWELLERY, COMPRISING:—DIAMOND BROOCHES, DIAMOND CRESCENT BROOCH, DIAMOND AND SAPPHIRE RINGS, EMERALD RINGS, GOLD WATCHES, GOLD BRACELETS, EARRINGS, OPAL RINGS, GOLD AND SILVER BUCKLES and PURSES, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 23rd March, 1905. [787]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Pastor Th. KIEBLE, to Sell by Public Auction,

WEDNESDAY, the 29th March, 1905, commencing at 2.45 P.M., at his residence "FAIRVIEW," Robinson Road, Kowloon,

VALUABLE HOUSEHOLD FURNITURE, COMPRISING:—

PLUSH COVERED DRAWING ROOM SUITE, TABLES, LACE CURTAINS, EXTENSION DINING TABLE, DINER WAGGONS, WRITING DESK, OVERMANTLES, &c., &c., &c.

BRASS MOUNTED BEDSTEADS, BRASS MOUNTED COT, WARDROBES with BEVELLED MIRROR, TOILET TABLES, MARBLE TOP WASHSTANDS with TILED BACK, LEATHER COVERED BEDROOM SUITE, &c., &c., &c.

BATHROOM, PANTRY and KITCHEN REQUISITES;

and One COTTAGE PIANO, by W. Robinson & Co.

TERMS:—As Customary.

On View from Tuesday, the 28th March, 1905.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 23rd March, 1905. [788]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW

THE Company's Steamship

"HAINUN," Captain Robson, will be despatched for the above port TO-MORROW, the 24th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAIR & CO., General Managers.

Hongkong, 23rd March, 1905. [789]

AUSTRIAN LLOYD'S STRAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, POME, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"TRIESTE," Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Venice ex s.s. Venus, transhipped at Trieste.

From Trieste ex s.s. Imperatrice, transhipped at Bombay.

From Zanzibar ex s.s. Koerber, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 23rd March, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd March, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELE & CO., Agents.

Hongkong, 22nd March, 1905. [793]

## NEW ADVERTISEMENTS

## NOTICE.

THE HONGKONG SCHOOLS' SPORTS will be held at the RACE COURSE, Happy Valley, on MONDAY, March 27th, Hongkong, 23rd March, 1905. [784]

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

RESUME This Day Charge of this Agency.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd March, 1905. [786]

## INTIMATIONS

THEATRE ROYAL. CITY HALL.

THE DALLAS-BANDMANN OPERA CO.

LAST 3 NIGHTS! LAST 3 NIGHTS!

TO-NIGHT! TO-NIGHT

(By Special Request.)

THURSDAY, MARCH 23rd.

"A COUNTRY GIRL."

FRIDAY, MARCH 24th.

"THE CINGALEE."

SATURDAY, MARCH 25th.

"THE ORCHID."

Doors open 8.30. Commence 9 P.M.

Plan at Robinson Piano Co., LD.

Prices as usual.

Late Train 15 minutes after the Performance.

FRED. C. GAITON, Business Manager.

Hongkong, 23rd March, 1905. [762]

## CITY HALL.

## IMPORTANT NOTICE.

MR. EDWARD BRANSCOMBE'S WESTMINSTER

GLEE & CONCERT PARTY

from London.

FOUR CONCERTS ONLY.

TO-MORROW (FRIDAY), 24th MARCH, AND MONDAY, 3rd APRIL.

TUESDAY, 4th APRIL, AND THURSDAY, 6th APRIL.

A Unique Programme of GLEES, MADRIGALS, CATCHES, NATIONAL BALLADS, of ENGLAND, IRELAND, SCOTLAND and WALES.

HUMOROUS MUSICAL SKETCHES.

FOUR BOY SOLO SOPRANOS, LONDON CATHEDRAL CHORISTERS.

Box Office Robinson Piano Co. Prices 3s, 2s, 1s. Concert 9-11 P.M. Hongkong, 14th March, 1905. [694]

HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held in the HONGKONG HOTEL on SATURDAY, 1st APRIL, at 8 o'clock. Members wishing to be present are requested to communicate with

R. H. CROFTON, Hon. Secretary.

Hongkong Club, 22nd March, 1905. [773]

HONGKONG CHESS CLUB.

A KNOCK-OUT HANDICAP TOURNAMENT is to be held. Entries, which must be accompanied by \$1 Entrance Fee, Close to the undersigned on the 31st March.

THOMAS SWABY, Hon. Secretary.

Care of Daily Press Office.

Hongkong, 18th March, 1905. [747]

HONGKONG CLUB.

## NOTICE.

THE SEVENTH DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club, \$100 each, was held in the Hongkong Club House, on SATURDAY, the 18th inst., when the following Debentures were drawn for redemption:—

48	435	787	1117	1562
87	451	890	1124	1642
104	478	840	1161	1685
202	523	854	1223	1702
304	542	882	1226	1831
324	646	883	1260	1894
355	682	912	1273	1863
365	688	929	1353	1883
375	679	931	1364	1924
389	691	990	1419	1928
396	703	1016	1424	1929
401	718	1027	1531	1937
406	719	1084	1550	1957

and will be payable at the Hongkong and Shanghai Banking Corporation on the 31st day of March, 1905, in exchange for surrender of same.

By Order, C. H. GRACE, Secretary.

Hongkong, 20th March, 1905. [757]

CONTRABAND OF WAR.

Defining the term "CONTRABAND OF WAR" delivered by

SIR HENRY S. BERKELEY, Chief Justice of Hongkong,

in the case of OSAKA SHOSEN KAISHA v. OWNERS of the S.S. "PROMETHEUS."

Together with the FINDINGS of Mr. E. A. HEWITT (Superintendent of the P. & O. Steam Navigation Company) in the ARBITRATION.

RE-ISSUED IN PAMPHLET FORM.

Copies 50 cents each may be obtained at the Office of the Hongkong Daily Press, Hongkong, Hongkong, 11th March, 1905. [750]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from C. A. TOMES, Esq., to Sell by Public Auction,

on MONDAY, the 27th MARCH, 1905, at 1.30 P.M., within his residence, No. 2, Gower Hill, The Peak, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE

THERRIN CONTAINED, COMPRISING:—

SILK TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTLES with BEVELLED GLASS, CANTON BLACKWOOD WARE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, BRUSSELS and TIENTIN CARPETS and RUGS, SHANGHAI CURTAINS, BRASS BEDSTEADS with WIRE and HAIR MATTRESSES, PICTURES, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE TOP BUREAU with BEVELLED GLASS, MARBLE TOP WASHSTANDS, MARBLE BATH TUBS, &c., &c., &c.

Also One AMERICAN MARBLE REFRIGERATOR.

And One COTTAGE PIANO by M.F. Rachels & Co., Hamburg, (in Good Order and Condition). Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 22nd March, 1905. [781]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on TUESDAY, the 28th MARCH, 1905, commencing at 2.45 P.M., at No. 11, Seymour Road,

VALUABLE HOUSEHOLD FURNITURE, COMPRISING:—

HATSTAND with BEVELLED MIRROR, MARBLE TOP SIDEBOARD with MIRROR, DINING TABLE, EXTENSION DINING TABLE, LEATHER COVERED DINING CHAIRS, OVERMANTLES, DINING SET, CARPETS, and PICTURES, &c., &c., &c.

BRASS MOUNTED IRON BEDSTEADS, MARBLE TOP BUREAU with BEVELLED MIRROR, MARBLE TOP WASHSTAND with TILED BACK, TOILET SETS, WARDROBES, &c., &c., &c.

AMERICAN ICE CHEST and PANTRY REQUISITES, BATHROOM and KITCHEN REQUISITES.

A Few Pieces of FINELY CARVED CANTON BLACKWOOD WARE; Also One RAMBLER BICYCLE in good condition.

TERMS:—As Customary.

On View from Monday, the 27th March, 1905.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 22nd March, 1905. [782]

## WANTED.

AN ASSISTANT.

Apply to—ROBINSON PIANO CO., LD.

Hongkong, 8th March, 1905. [646]

AGENT wanted to secure indent orders for a first class London firm of Cork Import and Export Merchants. Goods guaranteed equal to sample, of good value and open to any competition. Liberal commission offered to suitable representative. Apply—G. WATSON & Co., 75, Mark Lane, London, England, E.C.

Hongkong, 22nd March, 1905. [763]

## WANTED.

A FIRST-CLASS HOUSE BOY.

Apply—Care of Daily Press Office.

Hongkong, 22nd March, 1905. [775]

## SHORTHAND.

PRIVATE LESSONS given in Pitman's Shorthand. Terms moderate.

Apply by letter to—"J. W."

P.O. Box 143.

Hongkong, 10th January, 1905. [6200]

## FOR SALE.

"MIN" One Design Class R.H.K.Y.C. Winner of Championship in her Class Season 1903-04. Sails by Rakey and Laphrope. Price \$600.

Apply to—Capt. CRIGHTON, R. A. Mess, Bowen Road.

Hongkong, 22nd March, 1905. [776]

## CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 71.

REMOVAL WORK AT CANTON RIVER BARRIERS; PRECAUTIONS TO BE OBSERVED BY PASSING VESSELS.

REFERRING to Notice to Mariners No. 67, Notice is hereby given that the signals contained therein are annulled and that in future Warning and Danger signals in connection with removal work at the Barriers will be made as follows:—

A RED FLAG hoisted on a junk, steam launch or other craft in the neighbourhood of the Iron and Bridge Barriers, indicates a craft with high explosives on board.

TWO BLACK SPHERES hoisted on a junk in the vicinity of any of the Barriers, indicates that danger would be caused to life and property by the wash of steamers.

This signal will be hoisted when a diver is down, when explosives are laid, or when a junk is so fast to the bottom or to piles, as to render the wash of a steamer dangerous.

Vessels approaching the Barriers should keep a careful look-out for this signal, and, if hoisted, slow down at a sufficient distance to prevent her wash reaching the boat at work, and proceed dead slow until well past.

If owing to any reason it is unsafe for a vessel to pass the Iron Barrier, a RED TRIANGULAR SHAPE 6 feet in height, will be hoisted on a staff at the Barrier light hut.

A vessel seeing this signal should on no account attempt to pass.

J. HOWELL MAY, Harbour Master.

Approved, F. J. MAYERS, Acting Commissioner of Customs.

Custom House, Canton, 15th March, 1905. [750]

## PUBLIC COMPANIES

CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents THIS DAY (THURSDAY), the 23rd March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 23rd March, 1905. [620]

LUZON SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Pedder Street THIS DAY (THURSDAY), the 23rd March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts to 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 23rd March, 1905. [619]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 25th March, 1905, at 11 A.M. for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from Wednesday, the 22nd March to Saturday, the 25th March, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 10th March, 1905. [663]

GEO. FENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Victoria, Hongkong, on FRIDAY, the 24th day of March, 1905, at Noon, for the purpose of receiving the Report and Statement of Accounts which was passed at the Extraordinary General Meeting of the Company held on the 11th March, 1905, will be submitted for confirmation as a Special Resolution:—

"That Article X of the Company's Articles of Association and its marginal notes be and the same are hereby cancelled and that there be substituted therefor the following Article and marginal notes namely

X. The Company in General Meeting may from time to time increase the capital by the creation of new shares of such amount as may be deemed expedient.

2. The new shares shall be issued upon such terms and conditions and with such rights and privileges annexed thereto as the General Meeting resolving upon the creation thereof shall direct and if no direction be given as the Directors shall determine.

3. Subject to any direction to the contrary that may be given by the Meeting that sanctions the increase of capital all new shares shall be offered to the parties who on a date to be named by the Meeting shall be members in proportion to the existing shares held by them and such offer shall be made by notice specifying the number of shares to which the Member is entitled and limiting a time within which the offer if not accepted will be deemed to be declined and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the shares offered the Directors may dispose of the same in such manner as they think most beneficial to the Company.

4. Except so far as is otherwise provided by the conditions of issue or by these presents any capital raised by the creation of new shares shall be considered part of the original ordinary capital and shall be subject to the provisions herein contained with reference to the payment of calls and instalments and transfer and transmission of shares and otherwise."

By Order of the Board of Directors, W. WINTERBURN, General Manager.

Hongkong, 15th March, 1905. [706]

## WATKINS LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the COMPANY'S OFFICE No. 31, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st March, both days inclusive.

CHAN A. FOOK, G. A. WATKINS, General Managers.

Hongkong, 14th March, 1905. [705]

CAMPBELL, MOORE & CO., LD.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 29, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 31st March, both days inclusive.

By Order, M. A. A. SOUZA, Secretary.

Hongkong, 15th March, 1905. [71]

## INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON, INCORPORATED A.D. 1851.

## MARINE BRANCH.

THE undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO., Hongkong,







